INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO)

REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

SEVENTEENTH PAN AMERICA – REGIONAL AVIATION SAFETY TEAM MEETING

PA-RAST/17

SUMMARY OF DISCUSSIONS

LIMA, PERU, 11 TO 12 JUNE 2014

Seventeenth Pan America — Regional Aviation Safety Team Meeting (PA-RAST/17)

Summary of Discussions

Date	11 – 12 June 2014
Location	Lima, Peru
Meeting Opening	The Meeting was attended by 20 participants from Brazil, Chile, Mexico, Peru, United States, Airbus, ALTA, Boeing, Embraer, IATA, and ICAO. See **Appendix A**.

Mr. Eduardo Chacin, Regional Officer, Flight Safety, ICAO North American, Central American and Caribbean (NACC) Regional Office, representing the Regional Aviation Safety Group — Pan America (RASG-PA) Secretariat, welcomed participants and acknowledged the ICAO SAM Regional Office for hosting the meeting.

Mr. Gabriel Acosta, IATA, acted as PA-RAST Co-Chairperson of the Meeting.

Messrs. Eduardo Chacin and Carlos Gonzalez, Air Traffic Management (ATM/2) Regional Officer, ICAO North American, Central American and Caribbean (NACC) Regional Office, served as Secretaries of the meeting. Mr. Roberto Arca, Regional Officer, ATM/AIM, ICAO SAM Regional Office, also attended the meeting. |
| **Discussion Items** | **Agenda Item 1:** **Review and Approval of the Provisional Meeting Agenda and Schedule**

1.1 The Co-Chairperson, Industry, presented WP/01 inviting the Meeting to approve the provisional agenda and schedule. The Meeting approved the agenda and the schedule as presented with additional agenda items included under Agenda Item 13: Other Business.

Agenda Item 2: **Review Actions of the PA-RAST/15 and 16 Meetings**

2.1 The Secretariat briefed and provided the Meeting with an update on the progress of the action items recommended in the PA-RAST/15 and PA-RAST/16 Meetings Summaries of Discussion. They are presented in **Appendices B** and **C** respectively.

Agenda Item 3: **Seventh Information Analysis Team (IAT/07) Report**

3.1 The IAT/07 Meeting was held the day before the PA-RAST/17 at the same location.

3.2 The RASG-PA Secretariat verified that all appropriate non-disclosure agreements for Aviation Safety Information Analysis and Sharing (ASIAS) data were properly signed by RASG-PA members attending the meeting for the first time. |

3.3   Boeing, as Rapporteur of the IAT, presented the outcome of the IAT/7 Meeting as follows:

- Action items from the IAT/6 Meeting were reviewed
- The Rapporteur presented ASIAS data
- The accident set data was reviewed to determine if the accident set had been expanded to include new incidents/accidents. It was noted that safety events in the CAR and SAM Regions are on a downward trend
- The data reviewed covered Approach and Landing Accident Reduction (ALAR), Terrain Awareness and Warning System (TAWS), Traffic Collision and Avoidance System (TCAS) and airport rankings in the CAR and SAM Regions
- The data on TCAS indicated that the trend on TCAS events is increasing faster than traffic growth
- IATA presented the Global Aviation Data Management (Flight Data Exchange - FDX) data
- The ASIAS data (North American airlines) was compared with the IATA data (Latin American airlines) in various locations and the data coincided
- Boeing and IATA are working on harmonyzing safety data criteria to improve the consistency and accuracy of the data gathered
- ALTA and IATA have merged safety information to include 26 airlines from the CAR and SAM Regions and 46 airports
- Airbus announced that new procedures on reducing unstabilized approaches into Costa Rica will be available in October or November 2014
- The Meeting discussed the importance of obtaining actual TCAS reports from operators to determine the actual cause and factors contributing to the event
- The Meeting discussed re-defining the roles and responsibilities of the IAT
- IATA is working on new verbage to the Terms of Reference (TORs) in the RASG-PA Procedural Handbook to address the ¨Hot spot/emerget areas of concern in the CAR and SAM Regions"

3.4   The Meeting noted the risk areas and locations of concern in the CAR and SAM Regions, as presented by the Rapporteur.

Agenda Item 4:   Update on Detailed Implementation Plan (DIP) RE/09-Specific Training for Pilots and Air Traffic Controllers to Avoid Unstabilized Approaches

4.1   ALTA reported that 3 videos had been completed on unstbilized approaches and will be presented at the 5th Pan American Aviation Safety Summit.

Agenda Item 5:   **Update on the Development of Loss Of Control-In flight (LOC-I) Detailed Implementation Plan (DIP) by the Safety Enhancement Team (SET) 1**

5.1   SET 1, composed by United States, Boeing and IFALPA, informed that they are in the process of scoring 10 accidents with the criteria set by the Safety Enhancement Initiatives (SEIs) developed by United States Commercial Aviation Safety Team (CAST).

5.2   The Team expressed their difficulties to analyze LOC-I accidents in the CAR and SAM Regions due to the poor quality of the reports.

5.3   SET 1 recruited two members to assist in the DIP. Jao Francisco Da Silva, from EMBRAER, and Carlos Gonzalez, from the ICAO NACC Regional Office.

5.4   SET 1 informed the Meeting that initially only 4 out of 11 SEIs will be used to score the accidents. (CAST SEIs: 196, 197, 198, and 199).

5.5   SET 1 informed the Meeting that all SEIs scoring on the 10 accidents will be completed prior to the next PA-RAST meeting.

5.6   Airbus advised the Meeting that they are in the process of implementing new requirements for simulator training to demonstrate full stalls. The purpose of the training will be to prevent LOC-I and to demonstrate how to recover from unusual atitudes during LOC-I.

Agenda Item 6:   **Update on Controlled Flight Into Terrain (CFIT) DIP by SET 2**

6.1   SET 2, composed by Airbus and IATA, advised the Meeting that they are in the process of defining expectations and concepts for the development of the DIP.

6.2   SET 2 presented and proposed concepts and otputs for DIP development on CFIT.

6.3   IATA suggested that the concepts and expectations on the development of the DIP be approved by the PA-RAST, so that they can be presented to the ESC/20 for approval.

Agenda Item 7:   **Update on Runway Excursion (RE) Issues**

7.1   The ICAO SAM Office presented the on-going works regarding the DIP and their coordination and contribution to the SET, supported by the ICAO SAM Regional Officers.

7.2   The ICAO SAM Office presented an update of the RE Safety Team as presented in WP/03.

Agenda Item 8:   **Summary of DIPs Under Development by Other ICAO Regional Aviation Safety Groups (RASGs)**

8.1   The Secretariat informed the Meeting about on-going safety activities by other RASGs. The Meeting acknowledged the similarity of some of them around the globe.

8.2   The Secretatiat recommended to keep contact with other RASGs and interchange safety related information.

Agenda Item 9:   **Update on the Memorandum of Understanding (MoU) between IATA and RASG-PA**

9.1   IATA informed the Meeting that the proposed MOU has been delivered to the ICAO NACC Regional Office.

9.2   IATA proposed that the MOU be signed at the ESC/20 Meeting to be held in Washington, D.C., United States, from 15 to 16 July 2014.

Agenda Item 10:   **RASG-PA Strategic Plan: Proposal to the ESC on Specific Goals Related to CFIT, RE, LOC-I and Mid Air Collision (MAC) Reduction Over Time**

10.1   IATA reviewed the criteria based on 2010 baseline data for reducing safety events related to CFIT, RE, LOC-I and MAC.

10.2   The Meeting suggested to propose new criteria on the 2010 base line data and base it on a three or five year running average. The running average should result in a more accurate trend on safety events.

10.3   IATA recommended to the Meeting to continue to focus and work on the SETs and to hold off on determining specific goals until further clarification on the goals from the ESC. The question was posed on whether specific goals were needed on each category or to comply with the Bogota and Port-of-Spain Declarations.

10.4   Boeing recommended to re-evaluate CAST data to determine cost-benefit on DIPS implementation.

Agenda Item 11:   **PA-RAST/17 Meeting Actions Items**

11.1   The Secretariat reviewed the PA-RAST/17 action items for accuracy and approval. The actions to be accomplished by the PA-RAST members are presented in **Appendix D**.

Agenda Item 12:   **PA-RAST/18 Meeting**

12.1   The Meeting was informed that the IAT/8 and PA-RAST/18 Meetings will be held in Rio de Janeiro, Brazil, from 3 to 5 November 2014, and will be hosted by ANAC.

Agenda Item 13:   Other Business

13.1   Agenda on OB/01 was amended to allow for a break out session for the SETs.

13.2   Agenda on OB/2 was amended to include a subsequent breakout session for the SETs.

13.3   Agenda on OB/02 was adjusted to hold the RASG-PA ESC June Teleconference.

13.4   The Secretariat reviewed and amended action items from the PA-RAST/15 and PA-RAST/16 meetings presented in Appendes B and C.

13.5   Boeing presented a video on preventing RE.

13.6   The Meeting provided Boeing with feedback on the RE video.

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APPENDIX A

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APPENDIX B

PA-RAST/15 ACTIONS ITEMS

Action Item #	Description	Action Owner	Disposition	Status
PA-RAST/15/A12	Invite the leadership of the RASGs to the 5th Pan American Aviation Summit.\n\nAgenda Item 11	Secretariat		Valid
PA-RAST/15/A14	Include LHDs in the work of SET 4 that will deal with MAC.\n\nAgenda Item 15	SET 4	SET 4 will be formed after SET 1 and SET 2 develop their respective DIPs	Valid

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APPENDIX C

PA-RAST/16 ACTION ITEMS

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A1	Provide ALTA comments on the training video for RE by 7 April 2014. Agenda Item 13.4	RASG-PA Members	ALTA to provide the link.	Completed
PA-RAST/16/A2	Include Portuguese language tab in the ACI-LAC website. Agenda Item 13.3	ACI-LAC		Valid
PA-RAST/16/A3	Publish RASG-PA Safety Advisory (RSA) that includes the web links of ACI-LAC for the *Guidance for Maintaining Runways in Accordance with ICAO Annex 14 Manual.* Agenda Item 13.3	Secretariat		Completed
PA-RAST/16/A4	Define the information needed for the strategic communication Plan about Non-IATA/ALTA Member airlines in CAR and SAM Regions. PA-RAST/15, Agenda Item 10*	FSF	*Refer to: PA-RAST/16/A11	Superseded
PA-RAST/16/A5	Create slides about RASG-PA so RASG-PA Members can promote the Group activities. Agenda Item 7	Secretariat		Superseded by RASG-PA ESC/19/A15
PA-RAST/16/A6	Share the list of 10 areas of interest as determined by the IAT/6 with the ESC/19. Agenda Item 4	Boeing and IATA		Completed
PA-RAST/16/A7	Include the SET methodology in the RASG-PA Procedural Handbook. Agenda Item 5	Secretariat		Completed

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A8	Include Aviation Accident/Incident Investigation organizations website links in the RASG-PA website. Agenda Item 6	Secretariat		Completed
PA-RAST/16/A9	Distribute presentations and video link for RE and LOC-I initiatives. Agenda Item 13.3	ALTA		Completed
PA-RAST/16/A10	Improve RASG-PA website: • Broken links (*fixed*) • Migrate site to ICAO server • Organize the site Agenda Item 7	Secretariat		Valid
PA-RAST/16/A11	Present the RASG-PA Communication Plan to the ESC/19. Agenda Item 7	FSF/Brazil		Completed
PA-RAST/16/A12 (*pending for clarification*)	Send e-mail to RASG-PA State's representatives requesting participation as champions for CFIT DIPs development. Agenda Item 8	SET 2 / PA-RAST Co-Chairpersons		Valid
PA-RAST/16/A13	Start developing DIP for SET 2. Agenda Item 8	SET 2	*Will report in DC ESC 20 Meeting*	Valid
PA-RAST/16/A14l	Reply RASG-PA request for the MoU for safety information sharing. Agenda Item 10	IATA		Completed

Item #	Description	Action Owner	Disposition	Status
PA-RAST/16/A15	Consolidate Safety Enhancement list presented by SET 3 and present to PA-RAST/17. Agenda Item 7	SET 3	*Will report in DC ESC 20 Meeting*	Valid
PA-RAST/16/A16	Provide link to the ICAO Regional Performance Dashboard. Agenda Item 13.1	Secretariat		Valid
PA-RAST/16/A17	Include RASG-PA website link in the RASG-PA members websites. Agenda Item 7	RASG-PA Members	Will advise RASG-PA members when link is active to close out	Valid

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APPENDIX D

PA-RAST/17 ACTION ITEMS

Item #	Description	Action Owner	Disposition	Status
PA-RAST/17/A1	Boeing to provide crew members and flight simulator use to assist ALTA in simulator video. Agenda Item 4	Boeing	RASG-PA/ ESC/19/A5	Valid
PA-RAST/17/A2	Safety videos will be presented in 5th Pan American Aviation Safety Summit. Agenda Item 4	ALTA		Valid
PA-RAST/17/A3	Present the concept of SET 1 during the PA-RAST/18. Agenda Item 5	SET 1 (LOC-I)		Valid
PA-RAST/17/A4	Present new DIP for ESC 20 approval. Agenda Item 6	SET 2 (CFIT)		Valid
PA-RAST/17/A5	Present the concept of SET 3 during the PA-RAST/18. Agenda Item 7	SET 3 (RE)		Valid
PA-RAST/17/A6	RASG-PA to propose methodologies for defining fatality risk goal to the ESC 20. ie: (3 or 5 year moving average of fatality risk) (2010-2020). Agenda Item 10	PA-RAST		Valid
PA-RAST/17/A7	IATA/CAST working on harmonizing FDA metric comparison.	IAT CAST/IATA		Valid

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